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## RUSSIAN BALTIC SHIPS

Steamed Past Singapore Four  
Abreast.

### A MAGNIFICENT SIGHT

47 VESSELS IN THE FLEET, LED  
BY A LARGE CRUISER.

Bore Evidence of Effects of Their Long  
Sea Voyage—Traveled Eight  
Knots an Hour.

SINGAPORE, Straits Settlements, April 8.—The Russian Baltic squadron, passed here at 2:30 o'clock this afternoon. The forty-seven ships steaming slowly, at eight knots an hour, four abreast, presented a striking spectacle.

The vessels, however, bore evidence of the effects of their long sea voyage, and at the water line showed seaward a foot long.

The squadron was led by a large cruiser, followed by three converted former Hamburg-American line vessels. Then came the cruisers, colliers, battleships, etc. The colliers were mostly in the center of the fleet. The decks of the warships were coal laden, while the colliers and the former Hamburg-American liners were light of draft.

The fleet passed seven miles out.

The Russian consul visited and gave dispatches to a torpedo boat.

The fleet consisted of six battleships, nine cruisers, eight torpedo-boat destroyers, three volunteer fleet vessels, sixteen colliers, one salvage ship, one hospital ship and three Hamburg-American liners.

Fleet Did Not Stop.

The fleet did not stop to receive dispatches or to consult with the consul. Subsequently the consul visited Vice Admiral Rofstevsky's ship, talking to him from a launch. He did not board the vessel, but was cheered heartily on leaving the side of the ship. The consul gave to the fleet the first news of the fall of Mukden.

The vessels were burning soot, and a tremendous amount of steam was being discharged from the funnels. No one was permitted on board the vessels. No news was vouchsafed. Only launches were allowed to approach the fleet were those of the Russian consul and of the Associated Press. Natives lined the sea front and were greatly excited.

Artillerymen and submarine miners were kept at their posts all day manning the guns and mines. The harbor limits no salutes were fired.

The squadron disappeared about 5 o'clock in the afternoon, still smoking black on the eastern horizon.

Following is the composition of the Russian second Pacific squadron, commanded by Vice Admiral Rofstevsky, as far as known:

Battleships—Kniaz Suvoroff (Rofstevsky's flagship), Slava, Veliky (Vodkier's flagship), Alexander III, Oslabya, Orel, Borodino and Navarin.

Cruisers—Admiral Nakhimoff, Aurora, Svyetlana, Oleg, Dmitrii Donskoi, Jemchug, Almaz and Izumrud (?)

Torpedo destroyers—Blestachy, Bedovi, Irt and five others.

Volunteer fleet—Kieff, Voronej, Vladimirov, Tamboff and Yaroslav.

Transports—Kamchatka, Korea, Gortchakoff, Anzhar, Malaya, Jupiter and several others—colliers.

Following is the list of vessels probably comprising the Japanese second Pacific squadron, commanded by Vice Admiral Togo:

Battleships—Mikasa (flagship of Vice Admiral Togo), Fuji, Asahi and Shikishima.

Battleship (second class)—Chiyomi.

Armored cruisers—Asama, Chiyoda, Iwate, Nishin, Adzuma, Idzumo Kasuga, Tokiwa and Yakama.

Thirty unarmored cruisers, twenty torpedo-boat destroyers and about thirty-five torpedo boats, a large proportion of which is believed to be with the admiral.

### A MAGNIFICENT SPECTACLE.

The Fleet Took 55 Minutes to Pass a  
Given Point.

CHICAGO, April 8.—A special from Singapore to the Daily News says: "Admiral Rofstevsky's fleet, which passed this port at 2 p.m. today, was about seven miles off land, and afforded a magnificent spectacle. They steamed along four abreast, an armoured cruiser, three Hamburg-American transports leading. Cruisers, battleships, colliers and a hospital ship followed. The fleet made no stop. The Russian consul, Roudanovsky, spoke to one of the torpedo boats and to the flagship of the vice admiral. The vice admiral offered no information as to the fleet or its intentions.

"Steaming at the rate of eight knots an hour it took fifty-five minutes for the whole fleet to pass a given point. It was very evident that the fleet was exceeding foul. Long grass streamed from them and the vessels seemed unfit for fast maneuvering.

"The crews of the various ships heartily cheered Consul Roudanovsky. The fleet was made up of six battleships, seven cruisers, seven torpedo boats, three transports, sixteen colliers, one salvage ship and one hospital ship."

### REPORTED FROM PENANG.

Fleet Sighted by Steamers Arriving in  
That Port.

PENANG, West Coast of Malay Peninsula, April 8.—Two steamers which have arrived at Penang report the sighting of a large Russian fleet in the Straits of Malacca. It included twenty-five transports and was steering toward Singapore.

"The steamer Kumsang reports having sighted twelve cruisers, presumably Japanese, steaming some distance ahead, evidently a Japanese escorting squadron.

There is much excitement here and in Singapore over the anticipation of an engagement in Malayan waters.

Fleet Passed at 2:10 P.M.

SINGAPORE, Straits Settlements, April 8.—2:10 p.m.—The Russian fleet (reported by the British steamer Tara) has been sighted, heading apparently for Durian Straits, thirty-seven miles south-southwest of Singapore.

The Russian fleet is passing, steering northward.

British China Squadron Active.

HONG KONG, April 8.—In consequence of the appearance of a fleet in the Straits of Malacca the British China squadron is preparing to put to sea. The armored cruiser Sulek leaves today for Singapore, and the destroyer battleship Ocean and a cruiser will follow.

NEWS FROM HARBIN.

Russian Cavalry Reconnoitering the  
Japanese Flanks.

HARBIN, April 8.—Detachments of Russian cavalry are actively reconnoitering the



PRESENT APPEARANCE NEW UNION STATION WORK.

Japanese flanks and even the rear. One of them has penetrated the village of Er-dahitz, where it was brought to a stop by Japanese entrenchments. Before retreating, however, it is said to have succeeded in cutting the railway and burning the depot and stores.

The detachment brought back news that a fortnight ago a mixed Japanese division of 10,000 men with artillery left the Japanese rear and disappeared into Mongolia and was followed a few days ago by another detachment of 5,000 men. These troops are expected to appear in the region of Bodun, which unfortunately is connected with the coast by only poor roads.

Kirin is in the same plight, and the loss of the narrow gauge rolling stock abandoned at Mukden is especially felt.

Chinese reports that the Japanese are energetically transporting siege guns toward Kirin.

At heavy snow fell again Friday, but it is melting and swelling the river.

As an indication of the popularity of the old veteran, General Linevitch is receiving hundreds of telegrams of congratulations on his appointment as commander-in-chief.

INTEREST AT LONDON.

Speculation Over Probabilities of an  
Early Meeting.

LONDON, April 8.—The sudden shifting of interest in the war from the land to the sea and the apparently imminent prospects of a fatal battle between the Russian and Japanese squadrons in the China sea have revived all the interest shown here in the earlier developments of the struggle in the far east.

It is taken for granted that Admiral Togo's ships reported to be in the neighborhood of Singapore in the middle of March are still in that vicinity, and the report from Penang on the west coast of the Malay peninsula that twelve Japanese ships were steaming ahead of the Russian warships is interpreted to mean that the former are scouts sent out by Togo to get in touch with the Russians, and when their object is accomplished to retire on the main body of the Japanese fleet.

The reports about the numbers of the Russian ships vary, but at any rate over thirty-five heavy cruisers, colliers and torpedo boats have passed the port of Singapore. The underwriters here presume from the northerly course they were steering that the Japanese squadron of twenty-two ships is still off Hongsburg light, where it was reported March 14. The two naval forces were this afternoon only about thirty miles apart, and may be in touch at any moment.

Five Steamers Purchased.

Watts, Watts & Co. of London have purchased five steamers from the Mediterranean and New York Steamship Company. It is believed the vessels were bought for Japan.

Insurance Rates Advanced.

Insurance rates at Lloyd's for shipping bound east of Singapore advanced smartly on the news that the Russian second Pacific squadron had passed that port.

CHICAGO TELEPHONE FIGHT.

City Would Oust the Company From  
the Streets.

CHICAGO, April 8.—Whether the Chicago Telephone Company must make a fight in the courts for the right to continue in business within the city limits depends on the issue of arguments begun before Judge Mack in the circuit court today. The city has asked permission to file information in replevin to oust the company from all the city's streets.

The city contends that the telephone company is a public utility, and that the ordinance giving it a franchise in 1880, has persistently violated the terms of the ordinance fixing the rates to be charged for telephone service. The exact amount is based on the petition to oust it from the streets, although numerous minor legal points are involved.

BIG DONATION FOR BAPTISTS.

Rockefeller's Contribution of \$100,000  
Accepted by the Board.

BOSTON, Mass., April 8.—The American Baptist Missionary Union has received from John D. Rockefeller a contribution of \$100,000 and has accepted and acknowledged the donation. For several years Mr. Rockefeller has made an annual gift to the union, and the contribution acknowledged represents Mr. Rockefeller's annual offering.

In addition to this gift it was announced that Mr. Rockefeller had contributed a considerable sum of money to be used for the purchase of the right to continue in business within the city limits depends on the issue of arguments begun before Judge Mack in the circuit court today. The city has asked permission to file information in replevin to oust the company from all the city's streets.

Mr. Rockefeller contributes annually to the building needs of the union, but it is announced that his gift this year exceeds that of former years. The exact amount will not be made known until after formal action has been taken by the union on Monday.

PANAMA PRESS DISTURBED

Over the Reported Merger of Canal  
Zone Offices.

PANAMA April 8.—The persistent report in circulation here that the offices of American minister to Panama and governor of the canal zone are to be merged into one is the cause for expressions of dissatisfaction in the local press.

The editorial articles declare that such a measure would be showing a lack of consideration for the dignity of Panama as a nation, and that according to Panama law the governor of the canal zone cannot rank higher than provincial governor.

## IN ALLEGED TRUST

Charge Against the Panama  
Railway Company.

### INQUIRY TO FOLLOW

SECRETARY TAFT TO CONFER  
WITH MR. BRISTOW.

Hearing Given Yesterday Afternoon to  
Representatives of South and Central  
American Companies.

Secretary Taft yesterday afternoon gave a hearing to foreign ministers representing most of the countries of South and Central America on the west coast on the subject of trade restrictions resulting from alleged combinations between the Panama Railroad Company and certain steamship lines running southward from Panama. There were present, besides the Secretary, Minister Calvo of Costa Rica, Minister Corea of Nicaragua, Minister Ignacio Calderon of Bolivia, Minister Munoz of Guatemala, Minister Manuel Alvarez Calderon of Peru, Minister Walker-Martinez of Chile and Charge Wither of Ecuador.

These ministers have collected considerable information intended to show the injurious effect upon direct trade relations between the United States and the west coast of South America of the existing traffic arrangements between the Panama Railroad Company and the steamship companies named.

Discrimination Alleged.

They stated that by a system of preferential rates to these favored steamship companies the Panama Railroad Company had made it practically impossible for any other steamship line to engage in the carrying trade between the west coast and the United States. Not only did the railroad company favor the Pacific Mail and the selected Chilean line by an ingenious system of built-up rates, but the rates were discriminatory against other lines, but as it controlled the terminal docks on the isthmus and denied the use of these on even terms to the other lines, competition was impossible.

The immediate result was that a vast quantity of goods, which were shipped raw material from the west coast which should go to the United States was carried around Cape Horn or through the Straits of Magellan to Europe, much of it to be reshipped at a great expense to the United States. Coffee was a particular sufferer from this treatment, but nearly all tropical and subtropical products were affected injuriously.

To Consult Mr. Bristow.

Secretary Taft was deeply interested in the presentation and arranged that the ministers should submit to him a memorandum which he would in turn lay before the Isthmian canal commission this week.

He also desired to confer with Mr. Bristow, who is just returning to Washington from a trip to the isthmus and the Pacific coast, made with the special freight train, into the question of discriminatory rates on the Panama railway.

Secretary Taft did not hesitate to throw out a strong intimation of his own belief in the justice of the case, and that he should be stopped and of his expectation that the canal commission will deal with the subject that spirit, regardless of any immediate diminution of railway receipts.

THE CHADWICK REAL ESTATE.

Question of Who Shall Sell It Argued  
in Court.

CLEVELAND, Ohio, April 8.—The question as to who shall sell Mrs. Chadwick's real estate was argued before Referee Remington today. The Savings Deposit Bank of Cleveland, which is the trustee, having a mortgage upon the property, contended for the right to sell it under a foreclosure.

Attorney Crossman, representing Receiver in Bankruptcy Leoser, on the other hand, argued that he should sell it for the benefit of all creditors. The arguments were finished and the hearing was adjourned until Wednesday next.

MAD MULLAH'S CASE.

Agreement Reached at Rome for an  
Italian Commission.

ROME, April 8.—Foreign Minister Titton, answering an interpellation in the chamber of deputies today, gave details concerning the understanding of the Italian government with the Mad Mullah, and said also that Yusuf Ali, the Sultan of Omdia, had agreed to insure the tranquility of Somalia.

He said an agreement had been reached for the appointment of a commission, to be presided over by the Italian officials, to investigate the charges against the Mad Mullah and that he would be granted liberty in trade in his region and the right to institute customs duties.

BODY FOUND IN UPPER POTOMAC.

Identified as a Laborer on the Wabash  
Extension.

HAGERSTOWN, Md., April 8.—The body of a man found in the Potomac river near Hancock yesterday has been identified as Conn Broderick of Courtland, N. Y. Broderick was employed on the Wabash extension and had been missing since March 18. He had fallen into the river by a boat capsizing. Owing to the condition of the body it had to be buried in Hancock today.

## THE MADRID CALAMITY

KING ALFONSO REPAIRED TO THE  
SCENE AT ONCE.

Work of Recovering the Bodies Con-  
tinued—Stories of the Collapse.

—Cause of Disaster.

MADRID, April 8.—King Alfonso was shooting at Carabanchel when he heard of the reservoir disaster, and immediately repaired to the scene. His arrival was the signal for ovations from the crowds. The king was deeply moved, and insisted upon personally supervising the relief measures.

Working parties are gradually removing the debris and continue to recover mutilated bodies, fragments of flesh and limbs.

A workman who was injured says the collapse was so sudden and complete that it was impossible to tell what happened. The men at work on the reservoir, however, anticipated trouble, as a fortnight ago three arches collapsed and cracks developed in four others.

The public hold the engineers and contractors responsible for the catastrophe, into which the cabinet has ordered a strict inquiry.

A Profound Sensation.

The catastrophe caused a profound sensation throughout the city. All work was suspended, and the people flocked to the scene.

As the day passed the indignation and excitement increased, and serious disorders are feared, especially on the occasion of the funerals of the victims, should the authorities undertake to prevent processions passing through the center of the city. Already incipient demonstrations are being directed against those held to be responsible for the disaster.

Processions of women carrying black flags are parading the district in which the disaster occurred. A great crowd marched to the center of the city and forced the merchants to close their establishments as a sign of mourning. The riotous questions involved in the traffic affairs of the roads, and that the Senate would not jeopardize the enormous investment in the railway by the adoption of development in response to any clamor that might be made for hasty action.

Risks of Railway Builders.

"Think of the condition that we meet in dealing with this question. For sixty years the building of railroads has been going on. Men have put their fortunes in it and their benefactors have been achieving knowledge everywhere. The great west has been built up to a large extent by this influence. But the business of building railroads is a hazardous one. The roads were built and there was great uncertainty as to their value. Some paid well and others were failures. But, still, with all the conditions, the roads have gone through liquidation, the railroads of the country have been placed upon a sound basis, so that railroad securities are held largely by trust companies, life insurance companies, administrators for trust estates and as a means of investing the money of many people. These investments have been made with the idea that after all the ups and downs of railway development and management they had been placed on a sound basis."

Recovering Dead and Injured.

The work of recovering the dead and injured is hampered by enormous crowds of angry men and waiting women.

The estimates of the number of persons injured are increasing. Nearly all the injuries are of a serious nature. The ambulance stations are already overflowed, and the work continues to arrive from every direction.

The structure which collapsed was a huge quadrilateral one, 150 meters, built on a solid foundation of masonry. The great west has been built up to a large extent by this influence. But the business of building railroads is a hazardous one. The roads were built and there was great uncertainty as to their value. Some paid well and others were failures. But, still, with all the conditions, the roads have gone through liquidation, the railroads of the country have been placed upon a sound basis, so that railroad securities are held largely by trust companies, life insurance companies, administrators for trust estates and as a means of investing the money of many people. These investments have been made with the idea that after all the ups and downs of railway development and management they had been placed on a sound basis."

Fixing Rates of the Roads.

"Now it is proposed that somebody shall step in and tell the roads how much they shall charge their patrons for hauling freight. The rates are to be fixed absolutely by men who have no financial interest in the roads. Do you suppose the roads would ever have been built if the men who built them had been told that when they had finished their work and had made their investment the fixing of the rates would be left to a committee of men who had no financial interest in the roads? Do you suppose a proposition were made today to build an other road from this city to Annapolis, for instance, at a cost of a couple of millions of dollars and that when it should be completed men not connected with it should be allowed to demand the right to tell that railroad company exactly what it should charge for freight? 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